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[25]

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The Daily Press.

HONGKONG, MAY 4TH, 1910.

The threatened "corner" in cotton has become more imminent within the past few days, and the declaration of Mr. PATTEN, the "cotton king," that the mills would have to accede to his terms and pay his price in August or September, or else close down, promises to be fulfilled. In this instance, inNature has apparently delivered the people into the hands of the gamblers in cotton. Severe snowstorms have swept across the cotton belt, and practically half of the crop has been destroyed, while the scarcity of seed will prevent replanting on an extensive scale. In recent newspaper accounts it was suggested that Mr. PATTEN was somewhat subdued on returning to the United States after his unsatisfactory visit to England, but evidently the wish was father to the thought, as telegraphic advices have reported activity on the part of the "cotton king." Anticipating a short crop here and other brokers have been buying largely in the hope of creating a "corner," and whatever prospects they had a few weeks ago of realizing this object have been enhanced through the recent partial destruction of the crop. Everything seems to be playing into their hands.

The outlook is far from pleasant to spinners and their operatives, and the protests which have been made in cotton centres against the attempted "corner" must awaken no little sympathy. Lancashire is likely to suffer, and already the situation, revealing tension between employers and employed, has given cause for rather gloomy fore-

bodings. The misery and suffering attendant on an industrial dispute which involves hundreds of thousands of people are too well known to call for mention, and it is to be hoped that recollections of the unhappy past will induce them to act with caution and moderation, especially at a time when they must realise the difficulties of manufacturers, who on the one hand, have to contend against prospective extortionate prices for the raw material, and, on the other hand, have to meet wage demands which admit of no reduction in view of altered conditions. Should an open rupture ensue, either in the form of a strike or a lockout, the evils of the situation will be needlessly aggravated, and the ruinous state of affairs brought about in the cotton county will react most injuriously on the trade of the country. An action like the present usually calls forth vigorously expressed opinion as to the advisability of restraining speculation in staple products, and it is interesting to note that a committee of Congress has been considering the details of an "anti-option" bill intended to prevent speculation in the future prices of staple agricultural products. The committee, according to latest reports from the United States, was disposed to eliminate from the bill reference to any product but cotton on the ground that there is little or no pressure for such legislation from any class of producers except cotton growers. And it would be quite as well, probable better, to eliminate all reference to cotton also. It is a feature of the paternal form of government which is developing in the leading countries that it presumes to settle details of ordinary life and conduct. For instance, gambling is made illegal. Some excuse is found for this, inasmuch as it protects certain misguided people against themselves, but at the same time it is nothing less than a serious interference with the liberty of the subject. As we all know, there are multitudes of men so constituted that they must gamble, and no power on earth can preserve them. They will gamble in spite of all restrictions. The speculators come under the same category. Attempts to prevent speculation can only have partial results. As a San Francisco journal cogently remarks, "for the great majority of men speculation on the exchanges is utterly folly. They are morally sure to lose their money to the few who are able and better informed." That is true. Yet people will clamour for legislation to prevent speculation. A little reflection, however, will show that while it may be possible to hamper speculation, and prevent it being carried on openly in exchanges, legislation will not put an end to speculation. It will only make its transactions secret or transfer them to some other place. "To close the New York Cotton Exchange would," says the newspaper to which reference has been made, "probably result merely in transferring it to Montreal. The only beneficiaries would be the telegraph and telephone companies. Transactions in 'futures' would go on just the same." In conclusion, it may be questioned whether speculation has any important effect on the prices of commodities, except temporarily by occasional "corners." These are happily brought about very rarely, and their accomplishment is attended each year with greater difficulties, so that they should be regarded as abnormal conditions which do not call for any legislation. The present crisis has been reached not as the result of speculation, but because consumption has passed the present power of production of the proved cotton area. Manufacturers and buyers do not like it, but they have to bow to the inevitable and recognise the operation of the law of supply and demand.

The *Minotaur* left yesterday for the North.

St. George's Day was celebrated at Penang by a ball.

Bishop Brent, of the Philippines, is at present in Hongkong.

Major-General B. G. Broadwood, Commanding H.M.'s Forces in South China, is making a brief visit to Japan.

Shanghai papers comment on the general unrest in China, which is ascribed to the scarcity of rice.

The Japanese authorities will, it is stated, shortly dispatch a number of gendarmes to Korea, as there are indications of an uprising in various parts of the peninsula.

The Changsha riots are attributed by the *Peking Daily News* to economic causes, to the dearth of rice, and not to any local ebullition of anti-foreignism.

Mr. Mooney, the secretary of the Hongkong Hotel Company, was fined \$5 by Mr. E. R. Hallifax at the Magistracy yesterday for assaulting a street in the employ of the Gas Co. Mr. Reader Harris (of Messrs. Wilkinson & Grist) appeared for the complainant.

The English mail of the 2nd April was delivered in London on the 2nd inst.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 15th April amounted to 25,458.78 tons and the sales during the period to 30,177.96 tons.

A Chinese boy, twelve years of age, was sentenced by Mr. J. R. Wood at the Magistracy yesterday to receive ten strokes of the birch for stealing a serviette ring and a serviette case from a house in Macdonnell Road.

Before Mr. J. R. Wood at the Magistracy yesterday a Chinese was prosecuted by Mr. Rose for plucking a live sparrow in Hollywood Road on Monday. His Worship imposed a fine of \$4.

The Hon. Treasurer of the Alice Memorial Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

D. W. Cradlock \$10

A new bank, formed by the aid of capital obtained from the Straits Chinese, is, says the *Politico Indo-Chinese*, shortly to be opened at Hongkong. Agencies will afterwards be established in the Malay States and at Bangkok.

The services at St. John's Cathedral to-morrow (Ascension Day) will be as follows:—

8 a.m.; Holy Communion; 11 a.m., Matins, and address by the Archbishop of Hongkong; 12 noon, Holy Communion; 4.30 p.m., vespers.

Yesterday the American Consulate-General at Hongkong received the following typhoon warning from the Manila Observatory at 10 a.m.:—Manila, May 3, 1910, 9 a.m.—Cyclone or typhoon near or over the Polow Islands, moving W. N. W.

During the past fortnight over 200 deportees from Singapore, the Netherlands-Indies and other ports have arrived in the Colony. All have been placed in the Vagrants' Depot at Teinchoatsoi, and will be forwarded on to China as opportunity offers.

Among the passengers who arrived from Australia by the *Prins Vredeman* on Monday was Mr. Randolph Bedford, one of the brightest writers on the staff of the *Sydney Bulletin*. Mr. Bedford is principally noted for his stirring and interesting stories of life in the South Seas.

H. H. the Rajah of Sarawak is said to ascribe the prosperity of his dominions very largely to the policy laid down by his distinguished predecessor and followed by himself, of avoiding lawyers from the courts and preventing missionaries from attempting proselytising work among the Mahomedans.

T. M. the Emperor and Empress of Korea, accompanied by the Ministers of State and other high officials, are expected to proceed to the Imperial farm outside the East Gate of the city of Seoul about the middle of this month and conduct the ceremony of tillage for the encouragement of agriculture among the Korean people.

The body of Bishop Pares, who was drowned recently in the Yangtze through the collision of the junk in which he and two companions, Padres Benito Gonzalez and Augustin de la Paz, were travelling, with H.M.S. *Thistle*, has been recovered, as also the bodies of the two ill-fated priests who accompanied him. The bodies have been taken to Hankow for interment.

While on steam trial just outside the harbour on Monday afternoon the torpedo boat destroyer *Fame* had the misfortune to smash one of her engines. At the time the mishap occurred the *Fame* was travelling at full speed, and, without any warning, the engine came to utter grief. A stroke which happened to be close at hand was scalded about the feet and legs, but beyond this no one was hurt. An inquiry will be held shortly.

The King has been pleased to give and grant unto Sir Robert Edward Bredon, K.C.M.G., Acting Inspector-General of the Imperial Chinese Maritime Customs, Peking, His Majesty's Royal licence and authority to accept and wear the insignia of Commander of the First Class of the Royal Order of the Polar Star, conferred upon him by His Majesty the King of Sweden, in recognition of valuable services rendered by him.

Extensive larcenies of sleepers, rails, plates and other articles have been occurring on the railway of late, and detectives were set to work to endeavour to discover the culprits. Most of the stolen property has been found concealed along the line, and a number of arrests are expected to follow. Two railway watchmen, who were found asleep on duty, were charged before Mr. J. R. Wood at the Magistracy yesterday, convicted, and fined \$5 apiece.

A ghastly story is reported from Tsuruga, Echizen province, where a boy is said to have been eaten by wild dogs. According to the report, the boy in question went out to play with three companions one evening, but failed to return with them. A search was instituted by his relatives, but nothing was seen of him until the next day, when they found one of his legs in a mountain pass not far from a temple. Later the search party saw three wild dogs fighting over some object. On driving the dogs away they were horrified to see that the object was a human skeleton. From some shreds of food and clothing remaining they identified the skeleton as the remains of the lost boy. The gruesome find was at once brought to the house of the unfortunate boy's parents. The police were communicated with and lost no time in hunting for the dogs. Eventually they shot one, but the others had not been caught when the report left.

As is usually the case, says the *Shanghai Times*, many Hongkong residents pay us a visit at this season of the year, primarily on account of the Spring race, and many well-known faces from the southern Colony are now to be seen about the settlements. Among those whom we are glad to welcome are Sir Paul Chater, Messrs. F. B. Deacon, J. Johnston, Ellis Kadocrie and F. Maitland, all of whom arrived by the *Tenyo Maru*.

The 9-30 night gun, which has for generations been the signal for the commencement of entertainments in Calcutta, is now a thing of the past. What memories it is associated with in all parts of India! Many people have enquired why the nightly "gun-fire" has been discontinued. Curious as it may seem, Sir Guy Fleetwood Wilson, our Finance Minister, is held to be responsible for this, as it has been estimated that the cost to the Indian exchequer of the night-gun in entertainments annually amounts to Rs. 40,000. And as economy is the order of the day, a saving of Rs. 40,000 a year has been effected by the discontinuance of the 9-30 p.m. gun.

That two countries, Great Britain and the French East Indies, should sell more goods in the Philippines than the United States does, despite the fact that American products are admitted free of duty, is a condition, says a San Francisco paper, which can be explained only by the failure of American exporters to appreciate the value of the Philippine market. A similar apathy with regard to South America has allowed several European nations to do much more trade there than we do. Of course, our lack of a merchant marine has much to do with the case. The Philippines import annually about \$28,000,000 worth of goods and most of this ought to come from this country.

THE SHANGHAI EXTRADITION CASE.

Li Yu Miao, ex-compradore of the Japanese steamer *Bujun Maru*, again appeared before Mr. E. B. Hallifax at the Magistracy yesterday afternoon, when Mr. H. L. Denny, scnr., from the office of the Crown Solicitor, applied for his surrender to the Chinese authorities at Shanghai. Mr. Anderson from Shanghai appeared to instruct Mr. Denny, and Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell) represented the defendant.

Mr. Denny informed the Court that the defendant had been for some time a compradore on the *Bujun Maru*, which steamer traded between Shanghai, Swatow and other ports. On November 14th last, the steamer was lying at Shanghai on the opposite side of the river to the settlement, and left early on the morning of the 15th. The charge against the compradore was that he kidnapped two children at Shanghai and took them as far as Foochow on the steamer. The two children to whom the charge was confined were boys, but it would be necessary in the course of the case to show that actually seven children had been taken away on board this steamer, and if the evidence to be adduced was correct, the speaker did not think his Worship would have any doubt that the defendant kidnapped seven children from Shanghai. There were in this case certain questions which might be raised, and which made it necessary for Mr. Denny to call his Worship's attention to section 15 of the Extradition Ordinance, which stated that every person who was accused or convicted of having conspired, procured, commanded, aided or abetted the commission of any extradition crime, or of being accessory before the fact of any extradition crime, should be deemed for the purposes of this Ordinance to be accused or convicted of any such crime. Therefore he took it that it would not be necessary for him to prove that the prisoner actually by force kidnapped these two children out of the custody of their lawful guardians, and carried them off. If the defendant counselled, abetted or aided, it would be amply sufficient. He thought it would be shown that the defendant actually went to the house in which one of these children was confined, and informed the people in charge that the steamer was ready to start, and that they must go aboard at once. "It would also be proved that when this particular child was taken on board the steamer, the defendant locked him up in a cabin with what might be called the actual kidnappers. They took off his guns, threw it overboard, and locked him up in the cabin with six other children. On the high seas the boy was allowed out on deck, and in a conversation with a quartermaster he complained that he had been kidnapped. When the steamer arrived at Foochow the Customs Authorities were communicated with, and three of the children were sent back to Shanghai. The others were claimed by passengers on board, and carried on to Amoy. Telegrams were sent from Shanghai to arrest these passengers, but they arrived too late, as they had all got ashore. Evidence was called, and the hearing adjourned.

LARCENY BY TRICK.

On the 5th Decr last a Chinese entered a place goods shop in Jervois Street and purchased three pieces of cloth valued at \$19.50, at the same time asking the master of the shop to allow a folk to carry the cloth to the office of Messrs. Shewan, Tomes & Co., where he would hand over the money. On arrival outside these offices the defendant appears to have taken the cloth, untied, and departed by another door, leaving the folk waiting for the cash. The same trick was played on a shopkeeper in Wing Lok Street, from whom the defendant obtained two rolls of silk valued at \$56; and on another shopkeeper in Queen's Road, from whom he purchased three rolls of silk at a cost of \$51. He was apparently working his scheme on another shop on Monday when he was arrested by a Chinese detective. At the Magistracy yesterday Mr. Hallifax sentenced the defendant to six months' imprisonment and six hours' stocks.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

DIPLOMACY AND TRADE.

LONDON, May 2nd.

Mr. Knox, the Secretary of State for the United States, speaking at a Chamber of Commerce banquet at Buffalo, said that diplomacy and trade must go hand in hand. He referred to the American participation in the Chinese Railway Loan, which he described as "political in its bearing on our treaty rights and essential to the prosperity of our commerce in the Chinese Empire."

THE ALBANIAN REVOLT.

LONDON, May 2nd.

Vienna telegrams state that General Shekkel's troops are moving from Kachanik Pass in order to surround the Albanians at Krabul Jeantz, where he engaged a strong force of Albanians. Considerable losses are reported.

MR. ROOSEVELT'S RECEPTION.

LONDON, May 3rd.

Mr. Roosevelt, on reaching Christiania, was accorded practically a royal reception. He is staying in the Palace of King Christian VII, in the apartments formerly occupied by King Edward and Queen Alexandra. A similar reception is being prepared for the Ex-President at Berlin, which he reaches on the 10th inst. The Kaiser will meet him at the Railway Station, and the suite of rooms in the Royal Palace, occupied by King Edward and Queen Alexandra in 1903, will be placed at his disposal.

SUICIDE ON H.M.S. "MINOTAUR."

H.M.S. *Minotaur* was to have left for the North on Monday night, but her departure was delayed owing to a sad occurrence which took place on board. At about 9.30 p.m., as a blue-jacket was going to No. 5 stokehold, he found the body of senior Chief Stoker Sparrow hanging by the neck from a rope attached to the grating overhead. He promptly cut the body down, but life was found to be extinct, and deceased was removed to the Naval Hospital. Early in the evening of the day in question deceased saw the ship's doctor, and complained of feeling unwell, but the indisposition did not appear to be serious, and there was nothing in deceased's manner to indicate that he was otherwise in trouble. He leaves a wife and two children. The remains of Stoker Sparrow were interred in the Happy Valley Cemetery yesterday afternoon with full naval honours.

THE CHERRY BLOSSOM SEASON.

PROTEST AGAINST FRIVOLITY.

The *Yorodas Choko* contains the following letter from a correspondent in Miao:—"On the advent of the flower season, allow me to write a brief article on the above subject. Cherry-blossoms will be out in a few days. People throughout the country will be delighted with the beautiful sight of the flowers, and especially the city of Tokyo will be thrown into a state of wild excitement to see the blossoms. All sorts of people, men and women, young and old, join flower-viewing parties, and go like butterflies to enjoy the beauty of cherry-flowers. In Japan the cherry-blossom is regarded as an emblem of the *sempai* spirit and nothing but good can be said of those who really go to enjoy the beauty of the flowers. But many people are accustomed to conduct themselves very immodestly, and thus make what on it to be most enjoyable and conducive to health, injurious not only to health but also to morals. For example, they indulge in over-eating, drinking, singing and dancing under the beautiful canopies of flowers found in Uyeno Park or along the banks of the river Sumida. Thousands of people go to such places not to enjoy the flowers but to amuse the crowd with their queer costumes dressed for the occasion. Several processions that are composed chiefly of gaily dressed girls or of women of ill-fame march out to see the flowers. Seeing such people, innocent boys and girls cannot but be contaminated by their frivolous actions. Even at a town *omatsuri*, we know that its influence on the manners of school children is not good. And certainly such performance is in ill-keeping with the beauty and spirit of the cherry blossom, which is considered to be an emblem of the *bashu*. It is to be hoped that in view of the large number of foreign tourists from all quarters of the earth for the purpose of enjoying the most pleasant season of the year in Japan, steps will be taken to prohibit such disgraceful exhibitions which are out of harmony with Japan's present position as a first-class Power in the world."

THE SHANGHAI RACES.

The Shanghai Spring meeting which was postponed on Monday on account of the weather, opened yesterday. The following are the results of the races received here yesterday:—

THE SUBSCRIPTION GRIFFIN PLATE—Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For Subscription Griffin of this Meeting. Weight for inches as per scale. Entrance, Tls. 5.—Three-Quarters of a Mile.

Mr Saxo-Borussia's Halley's Comet (Mr Moller) 1

Mr Beekman's Portuah (Mr Moller) 2

Mr Joroni's Ravan (Mr Wailloimier) 3

Time—1.39.15.

THE GRIFFIN PLATE—Value, Tls. 400. Second Pony, Tls. 100. Third Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5.—One Mile.

Mr Fash's Marbles (Mr Alderton) 1

Mr Paignton's Orcus (Mr Rowe) 2

Mr Balinas' Fabulus (Mr Moller) 3

Time—2m. 11 secs.

THE GRIFFIN PLATE—Value, Tls. 500. Second Pony, Tls. 150. Third Pony, Tls. 75. For China Ponies that have never run at any Meeting. Weight for inches as per scale. Entrance, Tls. 5.—Three-Quarters of a Mile.

Mr Fash's Minstrel (Mr Alderton) 1

Messrs Fells & Frie's Rubber King (Mr B. Hall) 2

Mr Durgor's Pekin (Mr Crighton) 3

Time—1m. 35-4/5 secs.

THE CATHAY CUP—Value, Tls. 250. Second Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5.—One Mile and a Half.

Mr Durgor's China (Mr Crighton) 1

Mr Dik Turpin's Vespasian (Mr Alderton) 2

Mr Bury's Royal Rose (Mr Burkill) 3

Time—3m. 28 secs.

THE POT-MA-TING CUP—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies being *bona fide* Griffins at date of entry. Weight for inches as per scale. Entrance, Tls. 5.—One Mile.

Mr Elm's Mahalla (Mr Wailloimier) 1

Messrs Toog and Speelman's Sandy (Mr Hayes) 2

Mr Dik Turpin's Varuna (Mr Lamphire) 3

Time—2m. 13 1/5 secs.

THE HART LEGACY CUP—Presented by the late Mr. James Hart. Value, Tls. 100, with Tls. 150 added. Second Pony, Tls. 75. Third Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5.—Half a Mile.

Mr Argyle's Hankow (Mr Poulson) 1

Mr Arande's Shippey (Mr Eggers) 2

Mr Dik Turpin's Verdun (Mr Alderton) 3

Time—1m. 1.2/5 secs.

PENANG RIFLEWOMEN.

When lovely woman stoops to hold a business meeting after the manner of men, she ought not to bother her charming head with his stupid rules of debate and procedure. When the masculine Chairman calls a man to order, he tremulously obeys. At Penang, if a lady be told she is not in order, she immediately calls for a hairpin or a safety pin. This is not a disrespectful jest. It is a statement of fact set down in a spirit of fervent thankfulness. It is gratifying to think that our local ladies are womanly even in that way. They do argue, it is true, but bless 'em, they do so in such a sweetly illogical way as to carry conviction to the most obstinate of males. It appears that the other day there was a meeting of the Penang Riflewomen, to appoint a President in the place of Mrs. Bland who is leaving Penang shortly. It should be mentioned beforehand that some time ago these ladies, in spite of a strong opposition, passed a rule that there was to be no voting by proxy. The majority present were in favour of inviting Mrs. Anthous, the wife of the new R.C., to accept the presidential position. It was not a large meeting, and it was not a large majority, but it was enough. One lady, supporting another proposal, when the result was made apparent, announced that Mrs. So-and-so and Miss Somebody were in favour of the other woman and wanted them and others counted in as proxy votes, which would have altered the verdict by a narrow margin. The ladies who remembered the new rule objected that proxies did not count, and then came an argument which was thoroughly ladylike. It was laid down that though the new rule abolishing proxy voting had been passed, and even read out when the minutes of the last meeting were read, it did not come into operation yet because the new rules had not been printed, or were still in the hands of the printers. We regret to state that this clever bit of reasoning failed of its purpose, owing to the stubbornness of the ladies of the other side. The only consolation for it is that after all, Mrs. Anthous, if she will be kind enough to accept the position, is the logical successor of Mrs. Bland. We approve the result, but we cannot help loving the opposition argument. How is it that an argument which would reduce any husband to admiring silence failed to convince those other husbands' wives? We marvel greatly.—Exchange.

CALM IN THE HOUR OF DANGER.

WOMEN'S FRANKNESS.

The wreck of the *Pericles* off Cape Leeuwin will long be remembered for the magnificent behaviour of the women who were on board. Brought at a moment's notice face to face with the possibility of an awful fate, they comforted themselves with a demeanour that cannot be too highly spoken of. With the ship sinking under their feet, mothers grabbed their little ones together, and at a cost that can hardly be counted forced back tears or signs of fear that might unnerve their fellow passengers. In perfect order they gathered life belts, and calmly placed them into position, and as boat after boat was lowered they moved forward and took their seats with the precision of perfectly-trained soldiers. On every hand the women's bravery elicited the highest eulogy from the men who passed with them through so trying an ordeal. One account tells of the inspiring example set by one of the women in a boat which was making for the lighthouse. She started singing, "Pull for the shore, sailors, pull for the shore." When a big wave struck the boat, her voice died away in her throat; but as soon as it again, and all joined in the chorus, and acted as if they were at a picnic. Then the women sang, "Onward, Christian soldiers," and "The Midsomer's," and all sorts of songs with choruses to them, in which all hands joined.

NOTICE.

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NEW ADVERTISEMENTS

NOTICE.

HAVING assigned my Share and Interest in the UNION TRADING CO., No. 34, Queen's Road Central, to Mr. LO H. SHING. Notice is hereby given that my Responsibility in the said Firm CEASES as from the 1st May, 1910.
LO H. SHING.
Hongkong, 4th May, 1910. [594]

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"HARPERVILLE" GARDEN ROAD LARGE HOUSE, with Tennis Court and detached Servants' Quarters. Electric Light.
Apply to—PERCY SMITH & SETH, 5, Queen's Road Central.
Hongkong, 4th May, 1910. [595]

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STEAM Launches, Steel Lighters, Wooden Lighters, Steam Cranes (trevelling and stationary), Steam Pumps, and Dress, Hand Crabs, Capstans, Hand Winches, Driving Pulleys, Bolts and Nuts, Hook Bolts, Clutch Bolts, Barrel Bolts, Galvanized Spikes, Pile Shoes, Chain Hoists, Iron and Brass Screws, Differing Piles, Rolled Steel Joists, Steel Channels, Corrugated Iron Roofing, Roofing Washers, Angle Iron, Cast Iron Columns (suitable for building construction) White washing Machines, Canvas Spraying Machine, Patent Fire Escape "WALL" Light, "KISSON" Light, Acetylene Lamp, Hand Pump, Theodolite and Levelling Staff, Roneo Duplicator, Comptometer, Telescope (on tripod), Office Desks and Cupboards.
Apply to—HUGHES & HOUGH, Auctioneers.
Hongkong, 4th May, 1910. [595]

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(Fiorio and Rubattino United Companies).

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"CAPRI,"
Captain Dini, will be despatched as above on FRIDAY, the 13th inst., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 4th May, 1910. [4]

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THE best TONIC for keeping in perfect health in the Tropics.
It is a Liquid Food in digested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic. Highly recommended by the local medical profession in cases of DEBILITY after MALARIA, from OVERWORK or other causes, ANEMIA, NERVOUSNESS or DYSPEPSIA. Samples on Application.
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1535]

BEWARE OF IMPURE WATER.

"PEANA" Sparklet Syphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER

SOLD BY ALL STORES.
SYPHONS... at \$2.00 each.
BULBS... at 0.90 per box.

WHOLESALE BUYERS:

Can obtain at London price from
KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 and 248, Des Voux Road, Central Hongkong.
481]

PUBLIC COMPANIES

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

NOTICE

A N INTERIM DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, on account of year ending 28th February, 1910, has been declared by the Directors of the above Company.
COUPON No. 14 is Payable on the 2nd May, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA and the RUSSO-CHINESE BANK at Tientsin and Shanghai.
J. S. DOBIE, Agent.
Hongkong, 1st May, 1910. [590]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATES No. 2140 for Ten Shares Numbered 42385 to 42394 and No. 2161 for Five Shares Numbered 42395 to 42399 standing in the Register in the name of JOSEPH MANUEL MOP of HONGKONG having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the 22nd day of May, 1910, NEW CERTIFICATES for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.
A. SHELTON HOOPER, Secretary.
Hongkong, 22nd April, 1910. [588]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

THE CERTIFICATES Nos. 2795/6 for Ten Shares, \$100 paid up, numbered 5106 to 5110, 5111 to 5115 respectively standing in the Register in the name of Mr. GEORGE CHARLES MOXON, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced to the Society on or before the 15th July, 1910, NEW CERTIFICATES for the said Shares will be issued, and the old Certificates thereafter be held by the Society as Null and Void.
By Order of the Board of Directors,
JAMES WHITTALL, Acting Secretary.
Hongkong, 23rd April, 1910. [589]

"SOLIGNUM."

FACSIMILE OF A LETTER from Ordnance Department No. 6350 G. Simla, 13th January, 1909.

From, MAJOR-GENERAL R. H. MAHON, C.B.E., Director General of Ordnance in India, To, MESSRS. COOPER & Co., 335, Abdul Rehman Street, Bombay.

Gentlemen,
With reference to your letter dated 17th March, 1908, relative to the properties of "SOLIGNUM," I beg to inform you that the Solignum supplied by you has been tried and its efficacy in preserving timber against the attacks of WHITE ANTS has been established.
Yours faithfully,
L. G. WATKINS, Lt.-Col. R.A., for Director General of Ordnance in India, SIEMSEN & Co., Sole Agents.
Hongkong, 29th April, 1910. [1494]

THE SWATOW DRAWN WORK CO.

17A, QUEEN'S ROAD CENTRAL.
MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Laces from the latest French Patterns.
Hongkong, 25th December, 1909. [1432]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide 34 "

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 54 "

DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES for the BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.
A LARGE STOCK of MATERIALS is always kept on hand.
The COMPANY has the powerful steamer "OURA-MABU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for short notice.
1005]

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press),
PUBLISHED DAILY,
Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS
Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voux Road Central, Hongkong; 151, Fleet Street, London or from the different Agents.
Documents translated from or into Chinese or Colloquial Chinese.

FOR SALE

FOR SALE.

THE Cutter Yacht "BRYNTHIDE," as she lies off AN KONG, with all Gear and Stores, Bedding and Mess Traps on Board.
Length over all, 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet.
Lead Keel weighing 7,000 lbs. Tank Bells, Copper Fastened.
New Sails, Area about 1,700 square feet.
Large English-built Dinghy, Three Anchors, Chain and Hemp Cables, Two Life Buoys, Compass, Lights, &c.
Complete and ready for sea.
LEIGH & ORANGE, Princes' Building, 2, Des Voux Road Central.
Hongkong, 31st December, 1909. [106]

NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - - \$3.

DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING PORTIONS of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG.
Hongkong, 8th June, 1908. [84-168]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF, LAMB, MUTTON, RABBITS AND HARES.
SINGON & Co.
[42]

IRON, Steel, Metal and Hardware Merchants.

Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings, General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St. west of Central Market). Telephone No. 515. [496]

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of every Description in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [546]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COASTING CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch.
Telegrams: "Labor Labuan."
BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [283]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS at 31st DECEMBER, 1909 £19,121,310

I. Authorized Capital... \$6,000,000
Subscribed Capital... 3,275,000
Paid-up Capital... 1,212,500 0 0
II. Fire Funds... 3,204,753 7 10
The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.
SHEWAN TOMES & CO., Agents.
Hongkong, 15th January, 1909. [908]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)

THE VOLUME consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNING.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.
Well bound in Yellow Cloth with Chinese Emblems in Gold.
PRICE... \$3.50
To be obtained from MESSRS. KELLY & WALSH LTD., Messrs. BARNES & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

TO LET

TO LET.

A HOUSE in Wong Nai Chung Road, GODOWNS, PRAYA EAST, formerly occupied by M.B.E.
A HOUSE in Clifton Gardens, OFFICES in 16, Des Voux Road Central. "DAIRYMOORE," No. 13, CONDOR ROAD. A HOUSE in RIFON TERRACE. OFFICES in No. 2, CONNOR ROAD, 3rd Floor.

No. 10, DES VOUX ROAD CENTRAL, 1st floor.
OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BUA BUILDINGS.
SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.
Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.
Apply to—HENRY HUMPHREYS, Alexandra Buildings.
Hongkong, 2nd February, 1910. [151]

TO LET.

No. 3, CANTON VILLAS, Kowloon.
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [325]

TO LET.

No. 49, POTTINGER STREET.
Apply to—ARRATON V. APCAR & Co., 14, Des Voux Road Central.
Hongkong, 22nd April, 1910. [555]

TO LET.

FIRST FLOOR of No. 4, Des Voux Road, recently vacated by Institution of Engineers and Shipbuilders.
No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office. One GODOWN in MASON'S LANE.
Apply to—DAVID SARASON & Co., Ltd.
Hongkong, 8th March, 1910. [95]

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [90]

TO LET.

OFFICES in Des Voux Road, Central.
Apply to—MESSRS. PERCY SMITH & SETH, 5, Queen's Road.
Hongkong, 22nd March, 1910. [440]

TO LET.

KING'S BUILDINGS.
OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [89]

TO LET.

NOS. 19, 25 and 25, SHELLEY STREET, new 5-Boomed Houses.
GODOWN D., 1st Floor, in DUDDELL STREET.
ONE SMALL GODOWN, in DUDDELL STREET.
A 7-ROOMED HOUSE in MACDONNELL ROAD, (Hongkong) with Garden, from 1st July or earlier.
No. 71, WYNDHAM STREET.
ROOMS, in No. 15 and 174, QUEEN'S ROAD CENTRAL, 1st Floor.
From 1st May, 1910, No. 4, ICE HOUSE STREET, now in occupation of the Nippon Club.
No. 3, FEE VOUX VILLAS, PRAYA. Newly done up.
Nos. 19 and 23, BELILIOS TERRACE, newly painted and colourwashed, cheap rental.
No. 5, BEACONSFIELD ARCADE (Shop). BEACONSFIELD ARCADE, 1 Room on 1st Floor, suitable for Office.
PREMISES at SHAMSHAN, CANTON, lately in occupation of the Canton Kowloon Railway.
FOR SALE.—For Census, at Peak, commanding a magnificent View of the Harbour and Adjacent Islands.
Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings.
Hongkong, 4th May, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, 1 Nathan Road, Kowloon, Immediate Possession. Cheap Rentals.
KOWLOON MARINE LOT 43, Yauwatt, Area 65,200 square feet with 225 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 1st December, 1909. [474]

TO LET.

No. 4, BARROW TERRACE, Kowloon.
Apply to—SPANISH DOMINICAN PROSECUTION.
Hongkong, 10th March, 1910. [383]

TO LET

TO LET.

No. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.
Apply to—ARRATON V. APCAR & Co., 14, Des Voux Road, Central.
Hongkong, 3rd March, 1910. [363]

TO LET.

ONE LARGE SHOP with Ample Store Room.
For Particulars apply to—THE MEDICAL HALL, Corner Des Voux Road & Ice House St.
Hongkong, 29th April, 1910. [579]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 8888 at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co.
Hongkong, 6th March, 1907. [38]

BANKS

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up).....Yen 5,000,000
Reserve Fund.....Yen 1,710,000

HEAD OFFICE: TAIPEI, FORMOSA

BRANCHES AND AGENCIES:
Amoy Swatow Tainan
Anping Kobe Tamsui
Canton Nagasaki
Fookow Osaka Yokohama
Keelung Shanghai

HONGKONG OFFICE:
5, DES VOUX ROAD.
Interest allowed on Current Accounts
Deposits received on terms which may be had on application.
D. TOWDOW, Manager.
Hongkong, 9th March, 1910. [591]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....Gold \$3,250,000
= about Mex. \$7,222,222
RESERVE FUND.....Gold \$3,250,000
= about Mex. \$7,222,222

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES AND AGENCIES all over the World.
The Corporation transacts every description of Banking and Exchange business, receives money, Current Accounts at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "
No. 9, Queen's Road, Central, Hongkong.
N. S. MARSHALL, Manager.
Hongkong, 1st May, 1910. [556]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH, Chief Manager.
Hongkong, 12th January, 1907. [119]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1863.
Authorized Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 12,378,100 (£1,031,500)
Reserve Fund Fl. 2,754,538.09 (£229,528)

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENCIES all over the World.
THE BANK transacts every description of Banking and Exchange business, receives money in Current Accounts at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:
12 months 4 1/2 per annum.
6 do. 4 1/2 do.
3 do. 3 1/2 do.
C. WOLDRING, Manager.
No. 16, Des Voux Road Central.
Hongkong, 4th August, 1909. [23]

BANKS

DEUTSCH-ASIATISCHE BANK.
CAPITAL FULLY PAID UP...Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tientsin, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—
KÖNIGLICHE SBBHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.
BANK FÜR HANDEL UND INDUSTRIE
ROBERT WARSHAUER & Co.
MENDELSSOHN & Co.
M. A. VON ROTHSCHILD & Co.
JACOB S. H. STERN
NORDDEUTSCHE BANK IN HAMBURG, HAMBURG
SAL. OPPENHEIM, JR. & Co., KÖLN.
BAYERISCHE HYPOTHEKEN UND WOHNBANK, MÜNCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON;
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT
DISCOUNT BANK OF GERMANY, BERLIN.

INTEREST allowed on Current Accounts, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.
A. KOEHN, Manager.
Hongkong, 4th December, 1907. [22]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL...£1,500,000
SUBSCRIBED...1,125,000
PAID-UP...562,500
RESERVE FUND...250,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 12 months...4 per cent.
For 6 "...3 1/2 per cent.
For 3 "...3 per cent.
EVAN CHRISTIAN, Manager.
Hongkong, 26th April, 1910. [21]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUND.....16,250,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:
Tokyo London Osaka
Nagasaki San Francisco Lyons
New York Shanghai Honolulu
Bombay Tientsin Hankow
Nanking Peking
Amoy Canton
Tientsin Chang Chun Mukden
Kobe

HONGKONG—INTEREST ALLOWED
On Current Accounts at the rate of 2 1/2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 4 1/2 per annum
" " " 6 " 3 1/2 "
" " " 3 " 3 "
TAKEO TAKAMOTO, Manager.
Hongkong, 14th March, 1901. [393]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL...\$15,000,000
RESERVE FUNDS:—
STERLING
\$1,500,000 at 2/—=\$15,000,000
SILVER...\$15,000,000

COURT OF DIRECTORS.
G. BALLOCH, Esq., Chairman.
ROBERT SHERRIFF, Esq., Deputy Chairman.
F. W. ARMSTRONG, Esq., F. F. LIEB, Esq.,
J. W. BOND, Esq., G. H. MEDHURST, Esq.,

For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleaning their bites.

Perfect Personal
Cleanliness.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from
Skin Irritation.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

BOVRIL

The Supreme Achievement in
Beef Concentration.

INFINITELY SUPERIOR TO MEAT EXTRACT OR BEEF TEA.

BOVRIL is supplied to the British Admiralty and War Office, the India Office, and is used in over 2,000 Hospitals.

BY APPOINTMENT TO HIS MAJESTY THE KING.

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will do FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

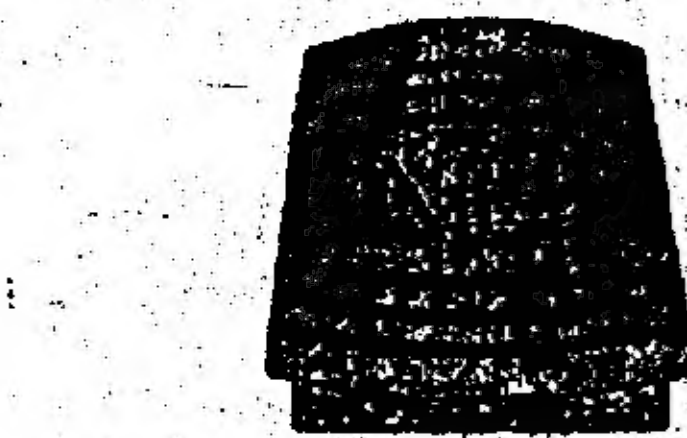
MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Soochow Road, Shanghai.

As SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

NOW ON SALE.

MAIL TABLES FOR 1910.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails. Mounted on Card. 30 Cents. On Paper. 20 Cents. On Sale at the Hongkong Daily Press Office.



A BROKEN-DOWN SYSTEM.

This is a condition or disease which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system. No matter what may be its cause (for they are almost endless), its symptoms are such as the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary duties of life. Now, what is the remedy? Keating's Kidney Powder is the answer.

THE NEW FRENCH REMEDY THERAPION No. 3

than by any other known combination. So surely as it is taken in accordance with the directions accompanying it, it will restore health, vigor, and vitality. It is a powerful and effective remedy for all the ailments of the system. It is a powerful and effective remedy for all the ailments of the system. It is a powerful and effective remedy for all the ailments of the system.

THERAPION

is a powerful and effective remedy for all the ailments of the system. It is a powerful and effective remedy for all the ailments of the system. It is a powerful and effective remedy for all the ailments of the system.

NOTES AND NEWS.

A LEPIDOTTER-GAS ENGINE.
Various attempts have recently been made, says the *University Correspondent*, to construct a gas turbine bearing the same relation to an ordinary gas engine as the steam turbine to the common steam engine. Experimental engines of this type have already been constructed as high as five hundred horse-power, and experts consider them the most powerful type of engine ever made. It is claimed that a gas turbine for a motor car would be small enough to fit into a top-hat! For aviation such light engines would be invaluable.

COURTESY AND CANARY.
Lady Dudley, wife of the Governor-General of Australia, is a past mistress of all the liberal arts. She plays, sings, paints, and shines as a linguist. Once (says *M.A.P.*) at the Hippodrome she had a novel experience. A Japanese juggler, who was performing a trick with a caged canary, was surprised to see the bird fly across the foot-lights and take refuge in her ladyship's lap. The courtesies, delighted at this unexpected effect, offered to buy the bird, but the Japanese insisted on her taking it as a gift. She took the canary with her to Australia, where it occupies the post of honour in her ladyship's aviary.

SEVEN GENERATIONS.
An old woman of Richmond, Indiana, ninety years of age, has just heard news which probably no old woman in the world has heard before—certainly not since the age of Methuselah. She has been informed that her great-great-grandchild has safely entered the world. The child is the daughter of Mrs. Charles Lane, who was married when she was fourteen. Mrs. Lane's mother, who now lives in a nursing home, is only twenty-eight and looks years younger. She was married at thirteen. There are two breaks in this wonderful family chain, but five generations are still alive.

GERMAN EMPRESS' JEWELS.
The German Socialists are exercised in their minds, says *London Opinion*, because the Empress wears so much jewellery upon State occasions. At balls and banquets she decorates herself with gems worth \$500,000, but with all proper sympathy for the democratic spirit it is hard to see what else the Empress can do with the jewels except to wear them. She could not sell them and give the proceeds to the poor—proceeding that the poor are always in favour of—because they do not belong to her. They belong to the German Crown—that is to say, to the nation—and have come down a long line of queens and empresses to their present holder.

HER ACCOUNT OF IT.
An inspector one day visited a country school taught by a young lady, and in the course of the lesson said: "Now, children, I wish you to take notice of what I do, and then write an account of it." Then she stepped to the blackboard and wrote a sentence upon it. All the children except one wrote in about that the inspector came into the school and wrote on the blackboard, "I love a good school." One little girl, however, followed instructions more literally. The *Week-End* relates, and completed the story by adding: "And then he went to the platform, sat down, played with his watch-chain, twirled his moustache, and winked at the lady teacher."

BRICK TEA.
Large quantities of brick tea are insured annually against the risks to which the tea is subject during transit from China to Russia, and an insurance contract has just been placed on more favorable terms than those hitherto, owing to the ingenuity of a broker who introduced a specimen of the tea to the market. Several underwriters to the present policy had previously refrained because they had no first-hand knowledge of the interest. The block shown, which seemed adamantine, was about 8 in. long, 6 in. broad, and 4 in. thick; it weighed 2 lb. 6 oz., and was worth about 8s. a pound. This peculiar variety of brick tea is shipped from Hankow to Vladivostok and then taken across Asia to Moscow by railway, the whole journey occupying about a month.

MARRIAGE IN PARIS.
There are only seven really happy married couples in Paris, according to some singular statistics just published of relative state of conjugal felicity in the capital. There are 1,562 wives who have left their husbands for others, and 2,371 husbands who have run away from their wives; 4,120 couples have separated since 1901, while 191,023 "ménages" live at variance under the same roof. The number of men in public houses committing suicide, because of assumed politeness, the *Mail* says, amounts to 162,320, while the record in the list is held by couples who are visibly indifferent to one another—namely, 51,132. Further, 1,102 couples are wrongly thought to be happily married, while there are 135 "ménages" happy in comparison with others more unhappy.

ALL THAT IS WANTED.
From a morning paper:—
Sub-editor:—Smart, up-to-date live Man Wanted for a leading weekly journal. Must be a man of initiative with a nose for good "copy," with practical knowledge of printing and publishing routine and capable of making-up, passing off, and seeing through to press. Office hours—daybreak until midnight, and sometimes longer. Salary—whatever it is worth. No conventional "flirt-strokers" or any unsympathetic journalistic penmen need apply. Must be a man of the world, with wide human sympathy, with no "kinks"—either moral, political, or artistic—with a firm faith in the inherent goodness of mankind and the policy of making the best possible use of this life as a sound preparation for the next. Must always wear a smile—but never a snigger. Dress optional. Must treat his work as a continuous holiday. It will pay any man, answering to these conditions, to relinquish every other interest and secure the post.

NICKNAMES OF THE SEA.
A society, whose ambition it will be to trace the sources of the existing customs in the Navy, and to study generally every phase of nautical nomenclature, is in the course of formation. Mr. L. G. Carr Laughton, who has made a study of early naval history, will be the secretary of the society, and in an interview with an *Express* representative he said that the idea of forming such an institution came to him through the fact that nearly every post brought him letters from people seeking information on obscure naval questions. "There are few people," he said, "who know anything of the traditions of the language and customs of the sea. Take, for instance, the habit of saluting the quarter deck. Few know how this came into existence, though, on looking a long way back, we find that the early boats had a crucifix fixed to the mast, which the Roman Catholic sailors saluted. Then there are nautical nicknames. No one has yet solved the problem why sailors named Martin are always christened 'Pincher' and those bearing the name of Clark are dubbed 'Nobbs.' 'This is invariably the case, and no doubt, the custom dates back many ages." Mr. Laughton added that, in all prob-

ability, the society would run a periodical dealing with such subjects as nautical flags, nautical medals, dress, and the romance of the sea generally. Many admirals and a large number of naval men have shown great interest in the project.

AN INSULT TO CHINA.

An interesting example of the growth of the white view is, says the *Swatow correspondent* of the *N.Y. Daily News*, furnished by a letter in one of the local prints on the insult offered to China by the Anglo-Japanese Exhibition. It is written by one who has the facts at his command, and begins by saying that the object of the Japanese in taking part in this exhibition, is not so much the encouragement of their commerce, as the glorification of their country in the eyes of the Western nations. Be that as it may, says the writer, the Japanese should limit their operations in search of glory to the countries which belong to them. They are entitled to all they can get from Japan proper and Formosa, worse luck, is now a field for legitimate exploitation by them. Japanese and Formosan exhibits, then, have a proper place in this show. But he suggests, it is indecent for Japanese to display Korean produce as if it came from one of their possessions; and the bean-cake, and bean oil, and other products of South Manchuria, if displayed in a Japanese exhibit, constitute a direct insult offered to China. No Westerner signs to think out clearly the distinctions between the different sections of the one exhibit; and the resultant impression on the Western mind is that Manchuria and Korea are part of great Japan. Let Koreans speak for themselves; this son of Han puts in a word for his own country, and who shall say he is not right? How should we feel if the United States were to exhibit Canadian products at an exhibition in Paris?

RUSSIAN TRADE IN MONGOLIA.

Like the Japanese treaties, that between Russia and China terminates next year, and Siberian traders are making investigations with a view to the maintenance and development of their commercial interests in the future, says the *Latvian Vostok*. The town of Brisk is the centre of trade between Russia and Mongolia, and the local traders have applied to the professors of economy in the Tomsk University to assist them in their calculations. As a result, the professors have drawn up the following list of items on which material information is to be sought:—

(1) The character of the import, export, and transit trade of Russians in Mongolia; (2) trade routes; (3) trade centres; (4) important commercial firms, both Russian and foreign; (5) object of trade (investigators must make a collection of trade samples); (6) conditions of trade—facilities for payment and for the collection of debts, the transport of goods and its cost; the time for trading, and commercial agents; (7) foreign competition; (8) the supply and demand in Mongolian markets; (9) the economic conditions in Mongolia and the factors in trade; (10) question of the Russian trade in Mongolia and its causes; (11) the protection of Russian interests in Mongolia and the attitude of the Chinese authorities; (12) Russian and Chinese Customs; (13) the value of a Russo-Chinese treaty; (14) the role of bankers and brokers in the trade of Russians in Mongolia; and (15) the prospects of Russian trade (the degree to which Russian industry can meet the demands in the Mongolian market).

JAVA RUBBER.

TRoubles OVER LAND RIGHTS.

The *Singapore Free Press* prints the following telegram from London under date April 23rd:—

The decision of the Dutch Government to resume their so-called sovereign rights over the rubber plantations in Java is causing excitement in the rubber and other interests affected in London.

The Netherlands Government has made representations to Great Britain regarding the attitude taken up on the subject by the Anglo-Dutch Plantations Company of Java.

There have been a number of withdrawals of applications for shares at the latter's office to-day, and the company has consequently decided to postpone the allotment for a week in order to give all subscribers an opportunity to withdraw, though they declare there is no reason for a concern that they are quite ready to negotiate with the Government for the surrender of their sovereign rights, but they do not intend to have their freeholds replaced by leaseholds without fighting for compensation.

(With regard to the Board of Trade warning to investors in landed estate in Java that a Bill is now under the consideration of the Legislature providing for the compulsory expropriation of private owners, a correspondent, who wrote to the Dutch Consul-General in London, pointing out that this was a very serious statement for those who are interested in landed estate in Java has received the following reply:—"I would suggest your reading the Board of Trade notice carefully. You will then realize that it refers to private owners only. There are comparatively few private owners in Java, and most of the lands obtained by British companies for rubber plantations are only leaseholds, and not freeholds. British capitalists interested in leasehold estates in Java need be under no fear that their interests will suffer from anything the Netherlands Government will do."—*Globe*.)

WRIGHT AND GREEN'S "PREMIER"

SCOTCH WHISKY—just the same as you get at home in Scotland.—Advtd.

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver.

FROM 1893 TO 1905;
ALSO
RATES FOR FOREIGNERS, GOLD DRAFS, BAR SILVER (From 1900), and other Useful Information.

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ON SALE.

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NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



OLD AGENTS IN HONGKONG:
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and from ALL WINE MERCHANTS. [46]

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is of the greatest importance to everyone for the sake of health and appearance.

ROWLAND'S ODONTO

Thoroughly cleanses the Teeth from all impurities, Whitens and Freshens them, Eradicates the Formation of Tartar, Prevents and Arrests Decay, and gives a Pleasant Fragrance to the Breath.
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MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909. [574]

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For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansy, steel Drops and Penny royal. CHAPOTEAUT, 8, rue Vivienne, Paris.

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NOTICES TO CONSIGNEES

S.S. "AUSTRALIAN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London ex s.s. "Medoa" from Bordeaux ex s.s. "Alain" and "Navarra" from Bordeaux ex s.s. "Vile de Cotte" and "Verbeekness" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by this Undersigned. Goods remaining unclaimed after the 2nd May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd May, or they will not be recognized. All damaged packages will be examined on the 2nd May, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 25th April, 1910. [2]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th May, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd May, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 25th April, 1910. [565]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 4th inst. will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 2nd May, 1910. [586]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co's Steamer

"DELHI."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out before Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, ex s.s. "China" and "Mooltan."

From Calcutta, ex s.s. "Oceana."

From Persian Gulf, ex B. I. S. N. and P. & O. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 4th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees; and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 28th April, 1910. [1]

NORDDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M. All Claims must reach us before the 13th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LLOYD, BREMEN.

MELCHEERS & Co., General Agents.

Hongkong, 2nd May, 1910. [5]

SHIPPING.

ARRIVALS.

FR. Norwegian str., 3rd May—Canton.
GORDON, German str., 5.15, B. Wilhelm, 3rd
May—Yokohama 23rd April, General—
Melchers & Co.
HAINUN, British str., 5.55, J. W. Evans, 3rd
May—Swatow.
Donghai, Laysan & Co.
Kwongkong, British str., 3rd May—Canton.
KOKAI, German str., 3rd May—Canton.
NIPPON MARU, Japanese str., 4.45, H. S.
Smith, 3rd May—San Francisco 5th April.
Smith and General—Toyo Kisen Kaisha.
Pauze, British str., 2.57, Gasson, 3rd May—
Daly 27th April, Bann—Order.
TIENTIN, Dutch str., 2.47, A. W. Le Koo, 3rd
May—Japan, Moji 18th April, Coal
and General—Yata-China-Japan Lijie.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
3rd May.
C. Diederichsen, German str., for Hothow.
Hainun, British str., for Europe, &c.
Hainun, British str., for Swatow.
Loyal, German str., for Hongkong.
Quinta, German str., for Swatow.

DEPARTURES.

3rd May.
CATHAY, Danish str., for Singapore.
CEYLON MARU, Japanese str., for Singapore.
C. FRED. LARSEN, German str., for Straits.
DEVALON, British str., for Singapore.
ERROLL, British str., for Swatow.
HAINUN, British str., for Canton.
KANG CHING, Chinese str., for Chinkiang.
KORICHANG, German str., for Hothow.
KWANGSHAN, Chinese str., for Shanghai.
KWONGKONG, British str., for Shanghai.
LAISAN, British str., for Singapore.
MINOTAU, British str., for Yokohama.
MINOTAU, American str., for Singapore.
MYKONOS, British str., for Swatow.
PETHABUR, German str., for Saigon.
PRINZ WALDEMAR, German str., for Kobe.
RAHAT, German str., for Bangkok.
RIVERKON, British str., for Bombay.
TAMING, British str., for Manila.

SHIPPING REPORTS.

The British str. Hainun reports: Calm and
fog.

VESSELS IN DOCK.

May 3rd.
KOWLOON DOCK—Union, Peiho, St. Enoch,
S.M.S. Comman, Clara Jensen, H.M.S. Moor-
hen, Shin On.
TAIKOO DOCK—Singapore, Shantung, Falsan,
Samsi, Lian, Cyclops.

PASSENGERS.

ARRIVED.
Per Hainun, from Swatow, Mr and Mrs
May.
Per Goshen, for Hongkong, from Kobe, Mr
W. Fulbright, from Nagasaki, Mrs Kane Kido,
Messrs Fortis and Angelo, Mrs Toso Ogata,
and daughter, from Shanghai, Mr L. W. Barff,
Mrs A. G. David, Messrs J. Oscar Tennison
and E. F. O'Neill, Rev. W. W. Clayton,
Messrs Hertzke, E. Fuchs and child, Mrs
Sophie, Mr John Anderson and Mrs Nilda
Daesch.
Per Nippon Maru, from San Francisco, &c.,
Mr and Mrs L. W. Berry, Miss G. Boring, Mr
E. A. Gisor, Dr. E. Clark, Mr M. Croly,
Mr C. Dugday, Miss H. Harding, Mr E. O.
Killoran, Mrs L. Wilcox, Mr F. H. Hale, Mr
R. C. Brown, Mrs E. B. Camp, Mrs
C. B. Camp, Miss W. A. Allen, Mr Hongkong,
Mrs McLaughlin, Mrs Gibson, Messrs G. F.
Schwartz, E. E. Garng and servant.
DEPARTED.
Per Minnesota, for Seattle, &c., Mr and Mrs
C. C. Lacey, Mr C. E. McWilliams, Mr P.
G. Rodney Anderson, Mr F. A. Garro, Miss
Harrison, Miss Pinkerton, Mr F. B. Bahner,
Mr Wm. Dietz, Mr and Mrs R. S. Nelson, Mrs
C. F. Underhill, Mrs W. H. Harrison, Mrs
Wm. A. Lehmann, Miss Constance Wilcox,
Mrs H. Wilcox, Mrs Geo. Fuller, Mr A. R.
Hassan, Mr and Mrs Geo. F. Stone, Miss B. A.
Ross, Mrs B. L. Baker, Mrs E. Harris, Mr F.
Moll, Mrs Wm. A. Rublee and 2 children, Mr
and Mrs Dissouette and child, Miss Ruth Cor-
bett Miss Marion C. Hall, Mr K. Nishiyama,
Mrs E. A. Strong, Mr and Mrs C. Richardson,
Mrs M. Bonnamy, Miss C. H. Ober, Mr and
Mrs J. M. Beattie and 3 children, Mrs David
F. Noyes, Miss Lucy Wheeler, Mr F. C. Hage-
don, Mr H. J. Jones, Mr Dara P. Bharati, Mr
J. Sada, Mr R. Kufin, Rev. and Mrs E. B.
Caldwell, Miss A. G. Caldwell, Mr E. E. Cal-
well, Mr B. E. Caldwell, Mrs J. M. Wright
and child, Mrs E. E. Worley and son, Dr. and
Mrs Andrew Hall and child, Mr G. W. Wright,
Mr and Mrs C. W. Barrett, Mr C. W. Gaylor,
Mr and Mrs C. W. Barrett, Mr C. W. Gaylor,
Mr E. V. Ceron, Mrs Goun Shee, Mrs
E. M. Cross, Miss Hannel Peacock and Miss
Emma Gedbid.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." together with the number denoting the section.
SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	k. w.	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
ROTTERDAM, HAMBURG & ANTWERP, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	About beginning of June
LONDON, &c., VIA USUAL PORTS OF CALL.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 14th inst., at Noon
HAVRE & HAMBURG VIA STRAITS, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 28th inst.
MASSILLON, ROTTERDAM & HAMBURG, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 10th June.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 9th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 11th inst., at D'light
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 25th inst., at D'light
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 26th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 4th June, at D'light
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	To-day, at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 27th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 19th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	About 31st inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	To-morrow.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	To-morrow.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 14th inst., at 6 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 24th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 24th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 18th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 25th June, at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	About 21st inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 26th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 10th June, at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 11th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 12th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	About 7th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	To-day.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	Quick despatch.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 6th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	To-day, A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 10th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	About 4th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	To-morrow, at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 6th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 7th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 8th inst., at D'light
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 9th inst., P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 11th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	About 12th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 13th inst., at 8 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 12th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 15th inst., at D'light
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	Middle of May.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 17th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 18th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	Quick despatch.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 11th inst., at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 8th inst., at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 6th inst., at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 10th inst., at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	To-day, at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 6th inst., at 10 A.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 6th inst., at 4 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 7th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 10th inst., at 3 P.M.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 14th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 17th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 18th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	Quick despatch.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 17th inst., at Noon.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	On 18th inst.
MASSILLON, LONDON & ANTWERP VIA SINGAPORE, &c.	DELIA	Ger. str.	k. w.	G. W. Gordon, R.N.R.	HAMBURG-AMERICA LINE	Quick despatch.

VESSELS ON THE BERTH.

FOR HANKOW (DIRECT).

THE H.A.L. Steamship
"LOONGMOON"
Captain Vogt, will be despatched for the above-
Port TO-DAY, the 4th May, A.M.
For Freight or Passage, apply to
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 29th April, 1910. [581]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship
"RIVER CLYDE."
FROM HONGKONG,
ON THURSDAY, the 5th MAY.
FOR VANCOUVER DIRECT.

To be followed by
OCEANO ... 11th June.
KUMERIC ... 5th July.
AYMERIC ... 25th July.
Bills of Lading issued to Victoria, Vancouver
and Overland Points in Canada, the United
States and to the West Indies.
For further information regarding rates of
freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO.,
Hongkong.
Hongkong, 26th April, 1910. [564]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship
"GREGORY APCAR."
Captain S. H. Belson, will be despatched for the
above Ports on FRIDAY, the 6th May,
at Noon.
This Steamer has superior accommodation
for passengers, is installed throughout with
Electric Light and carries a fully certified
Doctor.

RETURN TOURS TO JAPAN.
(Occupying 20 Days).
Return tickets are available by the Indo-
China Steam Navigation Co.'s Steamers.
Fare for round trip, \$120.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 30th April, 1910. [586]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BAHAMA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"
Captain G. W. Gordon, R.N.R., carrying His
Majesty's Mails, will be despatched from this
Port on SATURDAY, the 14th
May, 1910, at Noon, taking passengers and
Cargo for the above ports in connection
with the Company's s.s. "MOUNTAGLE" 9,621
tons, from Colombo, passenger accommodation
in which vessel is secured before departure
from Hongkong.
Silk and Valuable, all-cargo for France and
Tee for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
via Bombay by the R.M.S. "INDIA" due
in London on the 26th June, 1910.
Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 2nd May, 1910. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
PIUMI AND TRIESTE (DIRECT),
SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZIL,
to PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, VENICE, and
ADRIATIC PORTS).
THE Company's Steamship

"CHINA" 6000 Tons,
Captain G. Berggullin, will be despatched as
above on FRIDAY, the 27th May.
This Steamer has splendid accommodation for
passengers, electric light, electric fan in all
cabins, and carries a doctor and stewardess.
For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents,
Princes Buildings.
Hongkong, 2nd May, 1910. [3]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALACCA
& COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
"SIBUGA" ... About 31st May.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 26th April, 1910. [566]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
RIVER CLYDE	3,915	J. Kerr...	On 5th May.
OCEANO	4,657	F. W. Davies...	On 11th June.
KUMERIC	6,232	J. Mathie...	On 5th July.
AYMERIC	4,363	J. Boyd...	On 25th July.
SUVERIC	6,232	F. S. Cowley...	On 23rd August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 15th April, 1910.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GORDEN" Capt. B. WILHELM	Wed'ay, 4th May, at Noon
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. F. PROSCH	About 4th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. ISZKE	Saturday, 21st May, at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 3rd May, 1910.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,
Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPRESS OF INDIA" SAT., 14th May	"ALLAN LINE" FRIDAY, 10th June
"EMPRESS OF JAPAN" TUESDAY, 24th May	"EMPRESS OF BRITAIN" FRI., 1st July
"EMPRESS OF CHINA" SAT., 4th June	"EMPRESS LINE" FRIDAY, 22nd July
"EMPRESS OF INDIA" SAT., 16th July	"EMPRESS OF IRELAND" FRI., 12th Aug.
"EMPRESS OF JAPAN" TUESDAY, 16th Aug.	

"Empress"
Steamships leave HONGKONG at 6 P.M.
at 12 NOON.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the Inland Sea of Japan) KOBE,
YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Special Mail
Express and at St. JOHN or QUEBEC with the Company's New Pacific
"EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy
through route to Europe.

"EMPRESS" steamers on the Pacific and on the Atlantic are equipped
with the Marconi Wireless apparatus.
Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10
Intermediate (on Steamers

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	SAEDINIA Capt. C. C. Talbot, R.N.R.	10 A.M., 5th May	Freight and Passage.
MOJI, KOBE and YOKO- HAMA	JAPAN Capt. W. B. Palmer, R.N.R.	About 7th May	Freight and Passage.
SHANGHAI	DEVANHA Capt. Powell	About 12th May	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 14th May	See Special Advertisement.

For further Particulars, apply to
H. A. HEWETT,
Superintendent.
Hongkong, 4th May, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 5th May, 4 P.M.
HAIPHONG	"SINGAN"	On 6th May, 10 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"TUNGCHOW"	On 6th May, 4 P.M.
SHANGHAI	"CHINHUA"	On 8th May, 11 P.M.
MANILA	"TEAN"	On 10th May, 3 P.M.
SHANGHAI	"CHENAN"	On 12th May, 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 26th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon.
FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN",
"CHINHUA" and "LINTAN" with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo as through Bills of Lading to all Yangtze
and Northern China Ports.
N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY
Night.
These Steamers' Land Passengers in Shanghai, avoiding the inconvenience of
transhipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 4th May, 1910.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Friday, 6th May, Noon.
MANILA	"YUENSANG"	Friday, 6th May, 4 P.M.
SHANGHAI	"HANGSANG"	Saturday, 7th May, Noon.
SINGAPORE	"HINSANG"	Saturday, 7th May, Noon.
TIENTSIN	"CHONGSHING"	Monday, 10th May, Noon.
MANILA	"LOONGSANG"	Friday, 13th May, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 17th May, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wednesday, 18th May, Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUTSANG", "NAMSANG" and "YUENSANG" leave about every 3 weeks for
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
* Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.
* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.
* Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau,
Usukan, Jesselton and Labuan.
Telephone No. 215, Sul. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 4th May, 1910.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN," Capt. Evans	SWATOW	WED'DAY, 4th May, at 10 A.M.
"HAIYAN," Capt. J. S. Roach	SWATOW, AMOY and FOOCHOW.	FRIDAY, 6th May, at 10 A.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY and FOOCHOW.	TUESDAY, 10th May, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 4th May, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
AMOI, SHANGHAI, YOKOHAMA and KOBE	"CANTON"	Middle of May.
MARSHALLS, COPENHAGEN and	"PEKING"	On 26th May.
GOTHENBURG		

For Further Particulars apply to
HONGKONG, 4th May, 1910.

MELCHERS & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Lombard, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSHALLS, ROTTERDAM & HAMBURG:
S.S. SENEGAMBIA ... 6th May.	S.S. AMERICA ... 4th May.
S.S. SUEVIA ... 18th May.	FOR HAVRE & HAMBURG:
S.S. WESTPHALIA ... 2nd June.	S.S. ANDALUSIA ... 18th May.
S.S. ARABIA ... 15th June.	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 30th June.	S.S. SILESIA ... 28th May.
S.S. SEGOVIA ... 13th July.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SAXONIA ... 28th July.	S.S. HELGOLAND ... About beg. of June
S.S. SLAVONIA ... 10th Aug.	FOR HAVRE & HAMBURG:
	S.S. SENEGAMBIA ... 10th June.
	FOR NEW YORK AND BOSTON:
	S.S. ARAGONIA ... 19th May.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 4th May, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMERS	TONS	SAILING DATES.
S.S. HONGKONG MARU ... 11,000 tons gross	...	Sail June 25th, at Noon.
S.S. KIYO MARU ... 17,200	...	Aug. 24th, at Noon.
S.S. BUOY MARU ... 10,500	...	Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000	...	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, CO- LOMBO and PORT SAID	IYO MARU Capt. R. Takada, HIRANO MARU Capt. H. Eraser, TANGO MARU Capt. A. Christensen,	7,000 9,000 8,000	WED'DAY, 11th May at Daylight. WED'DAY, 25th May, at Daylight WED'DAY, 8th June, at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi,	7,000	SATURDAY, 21st May, from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato, AWA MARU Capt. S. Ishikawa,	7,000 7,000	TUESDAY, 24th May, at Noon. TUESDAY, 21st June, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winkler,	6,000 6,000	FRIDAY, 13th May, at Noon. FRIDAY, 10th June, at Noon.
DALNY, NAGASAKI, MOJI, KOBE and YOKOHAMA	KAWACHI MARU Capt. H. Peterson,	7,000	WED'DAY, 4th May.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler,	6,000	WED'DAY, 11th May, at Noon.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes,	5,000	WED'DAY, 11th May.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer,	9,000	THURSDAY, 12th May, at Noon.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU Capt. Teranaka,	6,000	TUESDAY, 17th May.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of sail between Calling Ports in Japan.

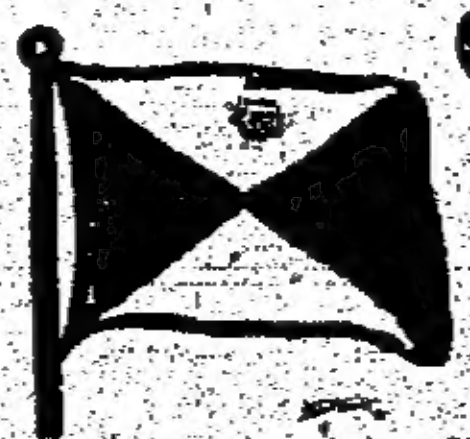
* Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States,
Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC
RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki
and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
MANAGER [13-125]

Hongkong, 16th April, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMERS	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Hodges	Manila	On 7th May, Noon.
RUBI	2540	A. Fraser	Manila	On 14th May, Noon.

For Freight or Passage apply to
HONGKONG, 2nd May, 1910.

SHEWAN, TOMES & Co.,
General Managers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	First half of May	JAVA	First half of May
TJIKINI	JAVA	First half of May	SHANGHAI	First half of May
TJIPANAS	JAVA	First half of May	JAPAN	First half of May
TJILIWONG	JAPAN	Second half of May	JAVA	Second half of May
TJIBODAS	JAVA	Second half of May	SHANGHAI	Second half of May
TJIMARI	JAPAN	Second half of May	JAVA	Second half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 3rd May, 1910.

Telephone No. 375.

[16]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKO- HAMA	"CHICAGO MARU" Capt. I. Goto, "TACOMA MARU" Capt. H. Yamamoto	6,182 6,178	WED'DAY, 18th May, at Noon WED'DAY, 15th June, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 8th May, at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 11th May, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 12th May, at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.
First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class
Cabins AMIDSHIP.
For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS & C.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION OF 1910.

Head Office for the Far East—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office.
32, WATER STREET,
YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE"

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.

55 & 57, DES VŒUX ROAD.

[537]

THE TIENTSIN LIGHTER CO., LD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters

and Tugs and is prepared to undertake

the discharge of steamers and lighters

between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD,
TIENTSIN.

Estimates for all Classes of ENGINEERING
and FOUNDRY WORK, also for Docking and
Painting Vessels, given on application to—
BUTTERFIELD & SWIRE,
Managers,
Tientsin.

Hongkong, 27th April, 1910.

STEAMERS PASSED THE CANAL.

April 1st—Kabanga, Pelusa, Vermont. 5th—
E. F. Ferdinand. 8th—Ernest Simons.
Kawachi Maru, Senegambia, Java. 12th—
Benarty, Canton, Derfflinger, Japan, Kasama,
Arcadia. 15th—Denbighshire, Indian, Kamo
Maru, Laertes, St. Patrick, Socotra, Tourane,
Welsh Prince. 19th—Oeylen, Glenloch, Suevia.
22nd—Perseus, Priam, Easonia, Shimon.
25th—Sunda, Theseus, 26th—Denbigh, Ben-
lomon, Kanagawa Maru. P. H. Friedrich.
29th—Brigand, Hlatchi Maru, Klobet, Men-
non, Tolmichus, Yarra.

ARRIVALS AT HOME.

April 29th—Puthan, Steiner, Tunkin.

